

ATTACHMENT A

VTP 2030 Draft Program and Project Priorities

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MEASURE A TRANSIT PROGRAM

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	T2030 Period (2005 - 2030)	Period (2030 - 2036)	Total
Base Measure A Fund Estimate	\$4,232	\$1,199	\$5,431
<u>Existing Commitments</u>			
LRV Bond Payments ⁽¹⁾	-\$191	\$0	-\$191
2003 Bond Payments ⁽²⁾	-\$435	-\$63	-\$498
2003 Bond Proceeds ⁽³⁾	\$275	\$0	\$275
2000 Measure A Projects	\$3,881	\$1,136	\$5,017

Project Name	Total Estimated Cost (\$ Millions)	Measure A Allocation (\$ Millions)	Cumulative Meas A.Total (\$ Millions)
Operating Assistance 2006 - 2036 ⁽⁴⁾	\$1,003	\$1,003	\$1,003
Downtown East Valley (DTEV) ⁽⁵⁾	\$550	\$550	\$1,553
BART to Milpitas, San Jose and Santa Clara ⁽⁶⁾	\$4,112	\$2,453	\$4,006
Bus Rapid Transit (Line 22, Monterey, Stevens Creek)	\$50	\$33	\$4,039
Caltrain Service Upgrades (VTA Share) ⁽⁷⁾	\$171	\$155	\$4,194
New Rail Corridors Study - conceptual alignment evaluations ⁽⁸⁾	\$1	\$1	\$4,195
Mineta San Jose International Airport APM Connector	\$400	\$222	\$4,417
Caltrain - South County ⁽⁹⁾	\$100	\$61	\$4,478
Highway 17 Bus Service Improvements	\$2	\$2	\$4,480
Dumbarton Rail	\$278	\$44	\$4,524
Palo Alto Intermodal Center ⁽¹⁰⁾	\$200	\$50	\$4,574
ACE Upgrade	\$22	\$22	\$4,596
New Rail Corridors - Phase 1 ⁽¹¹⁾	TBD	\$188	\$4,784
Caltrain Electrification ⁽¹²⁾	\$650	\$233	\$5,017
Measure A PROPOSED ALLOCATION above the line			
New Rail Corridors - Phase 2 ⁽¹¹⁾	TBD	\$1,031	\$6,048
Zero Emission Buses (ZEBs) and Facilities ⁽¹³⁾	\$277	\$277	\$6,325

NOTES:

- * All projects above the 30-year Measure A line will be submitted to MTC for inclusion in the fiscally-constrained portion of the RTP.
 - * Projects ranked using prioritization criteria, approved by the Board June 2001.
 - * The available Measure A revenues do not assume any additional bonding for operations, design or construction.
- ⁽¹⁾ Bonds issued in 2001 against 2000 Measure A for purchase of low-floor LRV vehicles
- ⁽²⁾ Bonds to be issued in 2003 for Operating Assistance, BART Right-of-Way and BART/DTEV Preliminary Engineering
- ⁽³⁾ Projected proceeds from 2003 bonds sold for the BART and DTEV projects
- ⁽⁴⁾ Remaining 2000 Measure A funds dedicated to future transit operations get 18.45% of Measure A revenues
- ⁽⁵⁾ DTEV includes Enhanced Bus or LRT in the Santa Clara Alum Rock Corridor plus LRT on Capitol Expressway to Eastridge with an extension to Nieman Boulevard. A specific strategy to be developed as EIS and PE are completed on both portions.
- ⁽⁶⁾ Measure A need for BART project is net of \$649 M in TCRP funds, \$834 Federal New Starts, \$107 Prop. 42 STIP and \$69M in other funds. Does not assume additional bonding for construction.
- ⁽⁷⁾ Caltrain Service upgrades include track and facility improvements and additional service
- ⁽⁸⁾ Long-range planning study would evaluate the feasibility, operational efficiency, and cost-effectiveness of several light rail extension and lines. New rail corridors to be considered include Vasona extension to Vasona Junction, DTEV Eastridge Area to Hwy 87, Santa Teresa extension to Coyote Valley, extension to Morgan Hill, Stevens Creek Blvd., West San Jose/Santa Clara, North County/Palo Alto
- ⁽⁹⁾ Caltrain upgrades in South County include double-tracking and station improvements
- ⁽¹⁰⁾ Palo Alto Intermodal Transit Center requires additional funds not identified at this time
- ⁽¹¹⁾ The costs and phasing of new rail corridor projects will be determined as part of the planning study (see note 8)
- ⁽¹²⁾ Full funding for Caltrain electrification is dependant on full funding from Caltrain JPB partners;
- ⁽¹³⁾ Short-range Transit Plan (SRTP) assumes 15% Zero Emission Buses (ZEBs). Currently, VTA is testing ZEB technology with a demonstration project. Based on the results of this project, the viability of the technology will be reassessed. The ZEB program may move up in the Measure A program with future VTP updates.